## AFFAIRS OF THE RAILWAYS.

Checkmating a New Enterprise-The Van derbilts Cause a Surprise. The Vanderbilts, when in Cleveland created surprise by organizing a new com-

pany, to be known as the Indiana Northern which is to build a road the estimated cost of which is \$3,000,000, it being 150 miles in length, extending from Fayette, O., to Chesterton, Ind. The following board of directors was elected: Cornelius Vanderbilt, F. W. Vanderbilt, W. K. Vanderbilt, John Newell, D. P. Eeils, J. H. Wade, P. P. Wright, E. D. Petter, jr., and C. P. Leland. John Newell was elected president of the new company, and C. P. Leland treasurer. In speaking of this new enterprise, the Cleveland Leader of May 9 says: "For some weeks a very active scheme has been working at Toledo to build another road from that city to Chicago, through a territory near the northern line of Indiana, between the main and air-line of the Lake shore. There are several towns in this immediate territory, among them Lagrange and Angola, that have clamored for years for an east-and-west road. They have been ready to contribute liberally to an enter-prise of that kind. This late Toledo project has promised to realize for them their long-desired road, and the prospects for its early completion are at this very moment very brilliant, indeed. But, if built, the road would invade most valuable Lake Shore territory. A counter-move on the latter's part, therefore, became the only alternative to a division of business. If first in

new people and satisfy the requirements of these traffic-famished towns. Besides, the Lake Shore needs a new line between Toledo and Chicago. The expense will be only a trifle greater to build the new line than to double track one of the old lines." Profiting through the Consolidation.

the field the Lake Shore might head off the

Parties who are interested in the Big Four and the Chesapeake & Ohio systems have been recently examining the properties which have been taken into these combinations, and they report that economy has been assured without a large increase of fixed charges by the Big Four or the Chesapeake & Ohio railroad companies. The policy of the present management has been to pay cash and not imperit the resources of the main lines by large additional fixed charges. The additions to the Big Four system, such as the Ohio, Indiana & Western and the Cairo & Vincennes, have increased the bonded debt of the main lines, compared with their earning capacity, but little. The greatest benefit derived from the consolidation, however, is that it has removed lines which were obliged to cut rates, more or less, to get business, and the Big Four is now enabled to maintain rates over a large territory. This enables the Big Four to pay dividends on its preferred and on its common stock, as well, if it chooses to do so, and the C. & O. to pay dividends on its preferred stock.

New Trunk Line to the East. PITTSBURG, May 9.-It is stated in an evening paper to-day that a secret conference of prominent railroad men was held here this morning for the purpose of estabhishing a new trunk line reaching from Chieago to New York. It is proposed to con-nect a new line now in contemplation be-tween New Castle and Williamsport with the Philadelphia & Reading for an eastern outlet, and with the Pittsburg & Western, Pittsburg, Akron & Western and Chicago & Atlantic between Chicago and Pittsburg. It is claimed that the route is at least one hundred miles shorter than the shortest ronte at present, and that there is no doubt of the consummation of the scheme.

Personal, Local and General Notes. H. W. Hibbard, general freight agent of the Vandalia, is in the city on official busi-

The Ohio & Mississippi earned, in April, 3326,005, an increase over the earnings of April, 1889, of \$27,547. Oscar Murray, traffic manager of the Big Four lines, left last night for New York, to be absent until the middle of next week.

The Mackey system of roads has become so extensive that their time-tables occupy five pages in the Official Railway Guide. The Lake Erie & Western is carrying east out of Indianapolis fully 50 per cent. of the hardwood lumber shipped to Eastern

The Lake Erie & Western begins May well, showing an increase in earnings the first week of \$5,864 over earnings of the corresponding week of 1889. D. F. Whitcomb, superintendent of the Union Railway Company and Belt road, has appointed A. A. Zion master of trans-

portation of the Belt road. West-bound freight rates out of here are said to be considerably demoralized. The Vandalia and the Indianapolis, Decatur & Western are said to be the leaders in the

The Chicago & Alton has declared its

regular 2-per-cent. quarterly dividend, payable June 2. This is the only Western road which has maintained its former rate of

E. A. Ford has called the attention of the agents in the passenger department to the fact that the Pennsylvania is not a commission-paying road, by discharging certain agents, who have, contary to instructions, been receiving commissions.

James Phillips, who for many years was a passenger conductor on the Jeffersonville, Madison & Indianapolis road, and more re-cently superintendent of one of the roads radiating from Fort Worth, is spending a few days with friends in this city.

The Burlington yesterday posted a four-dollar passenger rate from Kansas City to St. Louis. A few minutes later the Wabash named the same figure, and in the aft-ernoon the Alton and the Missouri Pacific followed suit. The low rate is a cut of 50

Vice-President McCrea. General Manager Wood, General Superintendent Miller and the several division superintendents of the Pennsylvania, yesterday went over the third division and spent three hours at Elwood inspecting the new glass-works at that point. The Toledo, St. Louis & Kansas City

road is said to be cutting sharply into the business of the Wabash, east-bound. More especially does the former suffer in its livestock traffic. In future the competition between these two lines bids fair to be of no small proportions.

The Cincinnati, Hamilton & Dayton has ordered from the Schenectady locomotiveworks five passenger engines of the same type as No. 129, which is making such a favorable record for speed in hauling the heavy express trains on the Cincinnati, Hamilton & Indianapolis division.

The Railway Age says that over 1,100 miles have already been added to the track mileage of the United States in 1890. There have been in all 944 new roads begun or incorporated since the 1st of January last. The paper predicts that the construction of 1890 will exceed that of 1889, when 5,200 miles were built.

The general managers and the general passenger agents of the Western roads are making commendable progress toward reorganizing their respective associations on a more permanent basis than ever before, and within the next thirty days it is likely that the rate-cutting will be at an end, and for

The Mackey lines show good earnings for April. The Chicago & Eastern Illinois shows an increase this year over earnings of April, 1889, of \$34,555; the Evansville & Terre Haute an increase of \$11.814; the Louisville, Evansville & St. Louis an increase of \$10,488, and the Peoria, Decatur & Evansville an increase of \$6,838.

The beginning of the Lake Shore system was the Erie & Kalamazoo road, thirtythree miles long, and it took four hours for the first train to make the trip. The company then owned one locomotive. The main lines now cover 1,409 miles, and of this mileage 314 is double track. The equipments of the system are now 533 loco-

The chief engineer of the Big Four lines has received instructions to hereafter purchase no steel rails weighing less than sixty-seven pounds to the yard, and all light rails in the system, as fast as taken out, are to be placed in the side-tracks and the old iron rails sold. West of Pittsburg the Pennsylvania lines have made seventy-pound rails the standard, and east of Pittsburg an eighty-pound rail.

lines a total of 484,746 bales, as follows: Over the Vandalia, 211,526 bales; over the Wabash, 71,791; over the Ohio & Mississipoi, 66,093; over the St. Louis division of the Big Four, 48,115; over the Chicago & Alton, 47,887; over the Toledo, St. Louis & Kansas City, 37,137; by miscellaneous routes, 2,297. From this statement it will be seen that the Vandalia took about 45 per cent. of this class of business shipped from St. Louis.

W. H. Miller. foreman of the Vandalia shops at Terre Haute, has resigned to accept the position of superintendent of mo-tive power of the Columbus & Hocking Valley road, vice E. B. Patterson, resigned to engage in commercial pursuits. Mr. Miller has been with the Vandalia twenty years, and eleven years of that time was superintendent of the company's repair shops at Indianapolis.

The Strong engine has now been put in service where its power and speed with a heavy train can be well tested. The engine now hauls the heavy express trains of the Cincinnati, Hamilton & Dayton between Cincinnati and Dayton. Between those points the through Toledo and Detroit and the Erie trains are run in one train, making a train of fourteen cars, most of them Pullman sleeping-cars. The engine is said to handle these trains with perfect ease and at a high speed.

The New Albany Ledger of May 8 says: "Of the \$2,000,000 capital stock of the New Albany & Indianapolis railroad, \$600,000 will be taken by citizens of New Albany. This is over one-fourth the entire capital stock of the company, and shows the interest and faith the capitalists of this city have in the enterprise. Parties at Louis-ville, Indianapolis and the towns along the line of the road will subscribe for the balance of the stock. It can be said that there is a solid basis for this statement. The subscription lists are new open and the stock is being taken." Col. M. A. Downing, of this city, is one of the Indianapolis capitalists interested in the building of this road, and on his return from Denver will take hold of the enterprise in earnest.

The Interstate-commerce Commission yesterday decided the complaint of J. B. Pankey against the Richmond & Danville railroad and others, involving alleged overcharge on freight, denying the complaint of complainant, but deciding that the Inter-national & Great Northern road should refund to complainant the amount over-charged, caused by failure of its agent at Troupe, Tex., to way-bill the freight by the route directed by complainant. Also, the case of Charles Elvy against the Illinois Central road, denying the claim of complainant for alleged unjust charge of shipment of freight, and ordering the com-pany to cease and desist from longer operating its special emigrant freight tariff, on the ground that it is in violotion of the act to regulate commerce. Opinion in each case was by Commissioner Bragg.

In speaking of the action of the Big Four in placing collectors on their passenger trains, thus relieving the conductors of collecting fares, etc., a veteran conductor said, yesterday, that he wished the movement would become general. It would be a great relief to a conductor to merely look after the running of his train, and let the collector see that no one is traveling on another man's pass or using the mileage-book of another person than the rightful owner. Then, again, the conductor will not be censured if a ticket is accepted which has been stolen out of some office on their own or a foreign road. "Yes," said he, "there are a thousand and one things that the collectors will relieve us of, and I am really anxious that the scheme should prove satisfactory to the management of the Big Four, hoping that it will lead the road I am on, and, in fact, all roads, to confine the duties of the conductor to simply looking out for running his train safely and on time from one terminal to the other."

MISS EDGAR'S ART TALKS.

Visitors to the Exhibit Entertained with a Description of the Work of Water Colorists.

At the art exhibit, yesterday morning. Miss Edgar, by request, continued her talk on the artists represented at the late successful water-color exhibit in New York. The American water-colorists, she said, follow no school. They are cosmopolitan in their work, as many of them have studied in different schools abroad, each one bringing back with him the peculiar methods of his own school. There are really, however, two classes of workers-one class gives depth of tone, color and form; the othworks for the triumph. Henry Farrer's "October' Miss Edgar mentioned as a good example of the latter class. Bicknell's exquisite pictures. "Seventeen Knots in a Fog" and "Evening on the Salt Marshes," show the result of knowledge and long study applied to water-colors. The idea was seized and carried out without retouching. This very thing makes the great expense of water-colors, as study after study is often de-stroyed before the work is done correctly the first time. Water-colors are becoming led to the organization of a new society, of

more and more sought after. This fact has which Childe Hassam, an American with Arab blood in his veins, is president. Rhoda Holmes Nichols, an English woman married to an American artist, is vice-Miss Edgar also spoke of the private galleries in New York. The Vanderbilt gal lery, she said, contains a complete and the most valuable collection of pictures in that city. Several years ago the gallery was open to the public, but people could not realize that they were in a private house, and pieces of the picture frames were broken off. The exquisite mosaic tiling which borders the floor was mutilated. Nothing was spared that would serve the purpose of the relic-hunter. Now ad mittance to the gallery is obtained by card from Mrs. Vanderbilt. One enters the gallery from Fifty-first street. The butler meets the visitor and takes his card. He is then ushered in turn into two beautiful rooms, one running lengthwise and the other across the house. The floors are covered with exquisite rugs, the wood-work is ebony, the walls are dark red, certainly an exquisite setting for the gems they contain. The pictures were gathered by Mr. Vanderbilt and his agents in London and Paris with the greatest care and discrimination.

Among them are "The Siege of Paris,"
"The Monarch," "A Lion's Head," by Rosa
Bonheur; "The Castle of Tudolence," which looks like a great bub-ble, with its wonderfully soft and iridescent tones of blue, and pink, and cream. This is the picture Ruskin thinks the finest in the world. It is as large as the picture of Saint Marks, by David Neal, in the present exhibit. There are a number of Messonier's paintings in the collection. Among them is a portrait of Mr. Vander-bilt. It seems that the artist did not wish to paint this portrait, and he has given a most disagreeable expression to the face of the millionaire, an expression which the butler who is in charge considers very unlike his former master. While sitting to Messonier, Mr. Vanderbilt asked the artist which of his pictures he considered the best. Messonier answered one named "In for-mation," but he said, "You cannot purchase it, for it is owned by Prince \_\_\_\_, and he would not sell it for any price." A few weeks later, when his portrait was fin-ished, Mr. Vanderbilt invited Messonier to

author's eyes, greatly to his surprise.
There are also in this gallery Alma Tadema's, Stevens's by the half dozen, Millet's "Sower and Shepardess." considered by critics finer even than "The Angelus." Miss Edgar's talk, next Tuesday morning will be on "Stained Glass." On Friday May 16, she will speak of woman's clubs in New York. The art exhibit will close Saturday night next. Did Not Hold His Position Long.

dine with him. When the dinner was finished a curtain was withdrawn at the

further end of the room, and the picture

called "Information" was revealed to its

Constable Sorters yesterday arrested young man who was employed by the Cincinnati Clothing Store. He is charged with stealing a pair of trousers and a suit from motives, 258 passenger cars and 18,706 freight | the store. He gave his name as Harry Travis, to whom he said he took the clothes to raise needed money, thinks his right name is R. C. Mackey.

Will Close Early on Saturday. Twenty-one firms doing business in in surance, real estate, rentals and loans, have signed an agreement to close their offices The east-bound cotton movement is now down to a minimum volume. During the business year ending April 30 there were forwarded from St. Louis over the Eastern to an existing custom. MINOR CITY MATTERS.

To-Day's Doings. ANNUAL ART EXHIBIT - Indianapolis Art Association; Masonic Hall; day and evening. AGRICULTURAL AND HORTICULTURAL 80-CIETY-Agricultural rooms, Capitol; 2 P. M. PARK THEATER-"Wild Oats;" afternoon

Local News Notes. E. S. Davis, recently elected prosecuting attorney of Owen county, has resigned as notary public.

Robert E. Springsteen, who for two years has been living in St. Louis, will return to this city to reside. He is to have a position at the When store.

Marriage licenses were issued yesterday to Henry E. Hamilton and Lida J. Wolf, Charles H. Weaver and Minnie Sellers. The Bay State Beneficiary Association, of Westfield, Mass., was admitted yesterday to do business in this State, on what is known as the assessment plan.

Judge Howe will deliver an address be-fore the People's Institute, at Mansur Hall, this evening. His subject will be on "What Law can Do for Labor, and How to Get It." The anniversary of the Indianapolis Or-phan Asylum will be held at the Tabernacle Church to-morrow. The principal part of the exercises will be given by the children.

Building permits were procured yester-day by Charles Ihndris, addition. Ramsey avenue, near Jefferson avenue, \$100; John Riewell, addition, No. 200 Pleasant street, A lad sixteen years of age was arrested on complaint of Park policeman J. Grant, last night, for riding a bicycle across Uni-

versity Park lawn, in violation of the city

ordinances. He was charged with tres-

Robert F. Catterson has bought of W. H. Jordan, commissioner, the property on the Northwest corner of Georgia and Illinois streets, paying \$28,200 for it. The frontage on Illinois street is forty-two feet six inches, and on Georgia street is 122 feet

six inches. The Frankfort Improvement Company of Frankfort, was incorporated yesterday with a capital stock of \$60,000, in \$25 shares, and the following directors: John II. Coulter, James W. Morrison, David P. Bomer, William B. Kramer, John G. Clark, James A. Hedgecock, David A. Coulter, David F. Allen and William R. Hines.

Personal and Society. Miss Nellie Morgan left yesterday for Newark, N. J., to spend several months

Mr. and Mrs. William Brouse and son, of Kansas City, arrived yesterday to spend some time with friends here. Mrs. J. H. Woodburn will go to College Hill, Cincinnati, to-day to visit Mrs.

Orpheus Everts for a short time. Mrs. May Wright Sewall lectured before the Indiana Normal School, at Terre Haute, yesterday afternoon, on "Our Foreign

Miss Rose Somers, of Omaha, and Miss Carrie Lee, of Leavenworth, are guests of Miss Sophia Lee till Monday, when they will leave for Boston.

Mr. and Mrs. John C. Newton entertained riends last evening at progressive "hearts" The favors and prizes were heart shaped. Among the guests were Mr. and Mrs. Walter Baker, of Oskaloosa, Ia.. who are guests of Mr. and Mrs. Newton for a few days. pleasant entertainment was given at

the Third Christian Church last night by the infant class of the Sunday-school. The ages of the children were from four to eight years. All the numbers of the programme were well rendered, especially so was a musical selection by Paul, Bertha and Earl Irvin, on the violin, piano and piccolo. It called out continued applause until they came back with another good selection. The recitation by little Martin Connett was very good, and he, too, was given hearty applause.

Dr. and Mrs. F. C. Woodburn gave a very pleasant dinner party last evening in honor of their gnest, Miss Cora Bigney, of Cincinnati. Miss Bigney was the first bridesmaid at the marriage of Mr. and Mrs. Woodburn a year ago, and the other guests were also of the bridal party. The table was handsomely laid with china, cut glass and silver, and at each cover was a boutonniere of lilies of the valley tied with white ribbon. Crab-apple blossoms and lilies were also used for decoration. 'The company included Miss Elizabeth Roy, Miss Jennie Smith, Miss Bessie Angle, Miss Matherine Stone Miss Ore Wilking Dr. D. Katharine Stone, Miss Ora Wilkins, Dr. D. A. Thompson, Dr. John Oliver, Dr. Page, Dr. J. G. Cook, Dr. W. N. Wishard and Dr. Maurice Raschig.

Miss Hattie Kroenberger, of Madison, is visiting her sister, Mrs. D. Dessauer.... Miss Lillie Beaupre, of Indianapolis, is the guest of Miss Millie Buntel for a few days. ...J. T. Johnson and wife, of Sandusky, O., are visiting their daughter, Mrs. J. H. Jordan....Dr. Harris and wife, of Richmond, are visiting in this city....Mrs. Ar-thur Cunningham, who has been visiting Noah Majors and wife for several weeks, returned to Greencastle....Hon. Eli Ritter, of Indianapolis, visited this city this week....Dr. S. H. Schofield and family have gone to Johnson county on a visit.... After spending the winter in this city, Miss Grace Walls returned to her home in Greencastle...Mrs. Park Smith, of Indian-apolis, visited Martinsville this week.... Miss Flora Dryden gave a pleasant party to a few of her lady and gentlemen friends last night. A pleasant time was reported. ....Misses Nellie Wade and Maggie John-....Misses Nellie Wade and Maggie Johnson, of Edinburg, are the guests of Miss Bertha Simpson...Dr. J. L. Stephen and wife and Mrs. Aaron Stephen, of Lebanon, O.; Mrs. Dora Kennedy, of Durango, Col., and Dr. Chase, of Baltimore, Md., are the guests of Dr. Harvey Satterwhite.... Miss Pearl Crary gave a party to a number of her young friends last evening. A good time is reported...Miss Nellie Ray, of Indianapolis, is the guest of Mrs. Kuder for a few days...J. M. McGee and wife, who have been visiting Mrs. W. R. Littell, returned to their home in southern Illinois. turned to their home in southern Illinois. W. S. Shirley and wife are visiting in Indianapolis....Jake Blankenship and wife, of Paragon, are the guests of Dr. Farr.... Dr. A. Jones spent several days in Indianapolis this week....Miss Lou and George Majors visited in Brooklyn this week.... Samuel Griffin and wife, of Knightstown. spent Sunday with the latter's parents, W. H. Shaffer and wife....Mrs. Mary Goble, of Indianapolis, is the guest of Mrs. E. R. Hamilton...Dr. Wishard and wife, of Greenwood, spent several days with their daughter, Miss Ollie Creasy....Judge A. C. Ayers and family, who have been visiting here several days, returned to their home in Indianapolis....T. J. Hendricks and wife, of Anderson, who have been visiting O. D. Hendricks, returned home....Mrs. N

. Cunningham is visiting in Indianapolis. ... Miss Minnie Schnafter is visiting in Paragon for a few days .... Miss Gettie Clark, of Paragon, spent several days with her parents in this city...Miss Mamie Schaub gave a party at Mrs. Walter Nutter's last night, in honor of Miss Johnson, of Edinburg. VINCENNES. Miss Peterson, of Chicago, is visiting friends in the city.... Miss Sue Gardner, of Washington, is the guest of friends....Miss Tillie Davis, of Bicknell, who was visiting Mrs. Ellis Hooper, returned home Saturday....Mrs. Morton Wallace and baby and Miss Sudie Brooks, of Shoals, were the guests of friends in the city this week .... Frank Hoilingsworth and wife spent Sunday at Bruceville .... Miss Alice Sprinkle, of Allison, Ill., is visiting Miss Ella Peil... F. W. Ritterskamp and wife returned last evening from a short stay at Indianapolis. .... Misses Grace and Dora Dunn have returned from a three weeks' visit at Bruce-ville....Miss Ellen Koster is visiting at Washington...Mrs. Lou Schoenfeld and daughters Irene and Mabel, of Springfield, Mo., are visiting relatives in this city....

parted for her home yesterday after a pro-tracted visit to her parents of Bruceville. ....Miss Anna Keho, of Montgomery, who was the guest of Mrs. J. McCarthy, has re-turned to her home....P. R. McCarthy and wife left Thursday night for Birmingham, How Election Returns Appear. Frank M. Milliken, secretary of the Republican State central committee, said yesterday that he had received reports of the recent township elections from all but five counties. In 1884 and 1886 so much Democratic rascality was discovered, he said, that the Republicans gained thirty-five to forty townships, which naturally belong to the opposition, so that the late township elections show no great loss of real Republican strength. Where the party polled something like its real strength, even in the Democratic townships, it maintained the supremacy gained four years before. "The in substance that such was the unvarying

Mrs. Luna Sellers, of Hiattsville, Kan., de-

analysis of the municipal elections has been made." he continued, "and we have much cause to be pleased at the showing. It has always been the cities that have shown the lethargy, until these last elections, in which we have more than held our own. The Australian law will help the party, too. I have strong hopes we will win this fall, though politics now is very

CULLINGS FROM THE COURTS.

A Question of Damages and Another Relating to a Business Transaction. The fifty-thousand-dollar damage suit of John Craemer against the Union Cement and Lime Company of Louisville was transferred, yesterday, from the Clark Circuit Court to the federal court upon application of the defendant. In his petition Craemer alleges that the Union company has been for a number of years past manufacturing hydraulic cement near Sellersburg, Clark county, and that while he was removing rock with a derrick there last August, the supports of the latter broke, being rotten, and the falling timber, striking him, produced injuries which have crippled him for life. He was in the employ of the defendant company at the time, and charges that through its negligence he sussained this injury. He, therefore, sues for Another case transferred from the

Clark Circuit Court to the court yesterday, is that of Sween-ey Brothers, of Jeffersonville, against Sooy Smith & Co., of New York, to recover \$10,000 on a contract. Plaintiffs, who are engaged in quarrying stone in Clark county, had entered into a contract with defendants to supply them with all the face stone cut and ready for use in the construc-tion of the piers of the Louisville and Jef-fersonville bridge. They allege that they went to \$10,000 expense in preparing to carry out this contract, and that when everything was in readiness, the New York firm refused to accept the stone, and canceled the contract.

Heard by Judge Gresham. Judge Gresham heard, yesterday morning, arguments in the suit of the Commercial National Bank, of Cincinnati, against the Hamilton National Bank, of Fort Wayne, to recover \$3,000. In April, 1884, according to the plaintiff's allegation, the Commercial Bank sent Fletcher & Sharpe. of this city, for collection, a \$3,000 draft against a man named Schirmeyer, of Fort Wayne. Fletcher & Sharpe incorsed the draft, "Pay to the order of John Mohr, ir., cashier of the Hamilton Bank, for collection on account," and sent it to the latter bank. The Fletcher & Sharpe failure fol-lowed, and the Commercial bank never recovered the \$3,000 in question. Judge Gresham took the case under advisement. The afternoon was devoted to the trial of the suit of George T. Gambrill and others, of Baltimore, against George Heitz, of Vincennes, to recover \$1,100. Gambrill & Co. have a commission house, and charge that Heitz bought grain of them to that amount, afterward refusing to pay for it. They claim it was a legitimate purchase, while Heitz alleges it was a gambling transaction. The case was tried before a jury, who retired shortly before 6 o'clock to consider the various points involved.

Hard Luck of a Student Waiter. A young college student has brought suit in 'Squire Feibleman's court to recover an apron and coat which he claims he was forced to deliver to the proprietor of Miles's restaurant, to save himself from violence. He had taken service there as a waiter to pay for his board, but yesterday morning quit to go to another restaurant. Then the proprietor demanded that he pay for his breakfast, and compelled him to hand over his apron and jacket. The complaint alleges these are worth \$1.

Could Get No New Evidence. The case against John Ripley, charged with counterfeiting, was nollied, yesterday, in the federal court. Ripley was arrested with the Overturf gang, several months ago, but when tried the jury disagreed. There has been no new evidence obtained since then, and the case was therefore disposed of in the manner above

Notes from the Dockets. George Thomas, of Dunkirk, pleaded guilty, in the federal court yesterday, to violating the internal revenue laws, and was fined \$10 with costs, which he paid. The suit of Peter F. Bryce against the Union Railway Company and the city, arising out of assessment of damages on property condemned in connection with the viaduct project, was dismissed yester-

The jury in Judge Gresham's court yesterday gave Edward H. Chapin, of New Hartford, Conn., judgment for \$3,564.38 in his suit against Micajah C. Henley, of Richmond, to recover the value of 150,000 skate-

The suit of the C., H. & D. Railroad Company against William R. McKeen, of the Vandalia road, to recover \$800,000, will be argued to-day before Master-in-Chancery W. P. Fishback. This case grew out of the Ives deal for the C., H. & D. and Vandalia

> The Court Record. SUPERIOR COURT.

Room 1 .- Hon. Napoleou B. Taylor, Judge. Laura Mauck vs. Masonic Mutual Bene fit Society; policy. Trial by jury.
Indianapolis Brewing Company vs. Wm. Bunderig et al.; account. Finding and judgment for plaintiff for \$828.60 and costs. Charles M. Traut vs. Bartholomew D. Brooks; account. Dismissed by plaintiff. Room 2-Hon. D. W. Howe, Judge.

Millard F. Thomas et al. vs. T. A. Johnson; account. Judgment for plaintiff for Andrew J. Banks vs. William C. Burdett et al.; note. Dismissed by plaintiff at his Henry Herman vs. Indianapolis Cabinet Company: contract. Taken under advise-

Room 3-Hon, Lewis C. Walker, Judge. John W. Dawson vs. Andrew Link: account. Tried and taken under advisement. George W. Elledge vs. Florence Elledge: divorce. Granted on ground of abandon-Peter F. Bryce vs. City of Indianapolis et al.; damages. Dismissed by plaintiff at his

New Suits Filed. Mary A. Sinsbaugh vs. Thomas Cummings; to cniet title. E. F. Barnes vs. Benjamin Weld et al notes. Demand, \$200. Mary Schultz vs. Charles Schultz; di

CIRCUIT COURT. Hon. Livingston Howland, Judge. Ruth Russell vs. Josiah Russell: estate claim. Amount, \$3,900. Trial by court. The Tinners Organizing.

vorce. Allegation, failure to provide.

The tinners last night, in the Mayor's office, held the second meeting towards perfecting their union. J. F. Youse was in the chair, and L. May served as secretary. The committee on securing a hall reported in favor of one at No. 11312 East Washington street, and it was instructed to close a contract for the place. A motion was car ried to keep the charter membership open three weeks and then raise the fee to \$5. The secretary reports having received as yet no answer to his letter asking for a charter, and but little business could be done. The next meeting will be held Monday night, which will be the regular meeting night, in the new quarters. The tinners organized a union two years ago, but only secured forty-three members. They now start out with over fifty, and it is claimed there are 112 or 115 workmen of that trade in the city. The committee appointed to report a scale of prices was not ready, and was given more time. It was said last night that when

Judge Baldwin Right This Time.

To the Editor of the Indianapolis Journal-About a year ago Judge Baldwin pub lished a communication in the Journal to the effect that it was very wrong for one man to receive \$1.25 per day while another received \$25 for three or four hours' work. The thing seemed so unpardonable on its face that I undertook to apologize for the

law of our being, and illustrated my point by the fact that Judge Baldwin charges \$25 for a professional job that takes but a few hours, while he pays the laboring man who sets his grates less than 25 cents an hour. In this Judge Baldwin wrongs no man and violates no law, human or divine, and any attempt to array one class against another for such a transaction is unworthy so eminent a jurist and upright man; and it painfully indicates an alarmingly abnormal condition of morals or politics. The hypothetical case which he introduces in a late paper to prove that a poor man has a poor chance in a legal tussel with a wealthy corporation is unfortunately on the wrong side of the case for the point he wishes to make, for it shows that courts, created by the people and for the rich and poor alike, will do justice, and that the fact that the plaintiff is poor and the defendant rich gives the poor man no undue advantage over the rich, but that the cause of a poor man before our courts is decided "by the law and the facts in the

But all this cheap demagogism by the Judge is condoned by his wabbling right in the end. It is hard to away from early impressions convictions. The Judge's earlier and better days were spent in the school of political economy that recognizes the facts of human life and seeks to elevate the less fortunate, not to tear down those who, in obedience to inexorable laws, earn and save, and therefore possess more than these. When he says "wealth always goes in partnership with brains" he not only accounts for his own worldly prosperity, but he states a philosophical and economic truth that is recognized the world over, and when he says that with education and organization the poorest in this free conntry of ours may have an equal chance with the rich, he strikes the right key-note. Among the children of the very poorest of the day laborers of to-day may be many a coming Lincoln or Baldwin, but they will "come," not through tearing down the rich because they are rich, but by availing themselves of the educational advantages that these identical rich men are so lavishly providing, and Judge Baldwin does well to spend the evening of a long and eventful life in telling these less fortunate ones to look up and step up through the means of education and organization, keeping before them at all times that "wealth and brains go in partnership;" otherwise men of little brains would be disappointed in the results of their struggles. In this the learned Judge differs from some whose closing years have been made sour by disappointments, and who spend their evening of life in making the poor feel that they are opposed by the rich, and that to tear down is the only way to get on top. Let me commend the Judge for assuring them that wealth and brains go together, and that education and organization are the great elevators. Judge Baldwin is U. L. SEE. right this time. INDIANAPOLIS, May 9.

Master Commissioner's Sale

By virtue of a certified copy of a decree of the Circuit Court of the United States for the District of Indiana, made on the 29th day of January, A. D., 1889, in a suit there pending upon an original bill, wherein The Farmer's Loan and Trust Company is complainant, and the Chicago & Atlantic Railway Company and others are defendants; and, upon a cross-bill wherein George J. Bippus is cross-complainant, and the Chicago & Atlantic Railway Company and others are defendants; also, a decree of the Circuit Court of the United States for the Northern District of Illinois, made on the 29th day of January, A. D., 1889; the undersigned, William P. Fishback, Master Commissioner, will, on

TUESDAY, THE 12TH DAY OF AUGUST, A. D.

at 12 o'clock, noon, of said day, at the front door of the United States Court-house and Postoffice build-ing, in the city of Indianapolis, in the District and State of Indiana, offer for sale, at public auction, to the highest bidder therefor, the following described railway property and franchises, viz.:

railway property and franchises, viz.:

Mall the line of railroad of The Chicago & Atlantic Railway Company at any time constructed within the counties of Marion, Hardin, Allen and Van Wert, in the State of Ohio, and the counties of Adams, Wells, Huntington, Wabash, Miami, Fulton, Pulaski, Starke, La Porte, Porter and Lake, in the State of Indiana, and more particularly described as follows:

All that certain line of railroad beginning at Marion, in the county of Marion and State of Ohio, and running thence in a general northwesterly direction through the said counties of Marion and Hardin to Kenton in said Hardin county; thence through said counties of Allen and Van Wert to Enterprise in said Van Wert county, all in the State of Ohio; thence in the same general northwesterly direction through the said county of Van Wert, Ohio, and said county of Adams, Indiana, to Decatur in said Adams county, and through said counties of Adams, Indiana, to Decatur in said Adams county, and through said county Huntington to Huntington in said Huntington county, through said counties of Huntington and of Wabash to Laketon in said Wabash county, and through said counties of Fulton and Pulaski to Monterey in said Pulaski county, and through said counties of Starke, LaPorte and Porter to Kouts in said Porter county, and through said counties of Starke, LaPorte and Porter to Kouts in said Porter county, and through said and Starke to North Judson in said Starke county, and through said counties of Starke, LaPorte and Porter to Kouts in said Porter county, and through said counties of Porter and Lake to Crown Point in said Lake county, and through said county of Lake to Hammond in said Lake county, thence through said county of Lake to the boundary line of the States of Indiana and Illinois, where said line of railroad connects with the railroad of the Chicago & Western Indiana Bailroad Company, in all a distance of two hundred and forty-nine and one-tenth miles, more or less, together with the corporate property of every name, kind and description, at any time owned by the Chicago & Atlantic Railroad Company, or acname, kind and description, at any time owned by the Chicago & Atlantic Railroad Company, or acquired by it or used by it in constructing, managing or operating its line of railroad and pertaining thereto, and all estates and interests therein, including all the right of way therefor, and the read-bed of said railroad, the entire superstructure thereof and track at any time placed thereon, and all station, depot, shop, yard and other grounds at any time used in connection therewith, and all steel and iron rails, ties, railways, sidings, switches, bridges, fences, turn-tables, water-tanks, viaduots, culverts, passenger and other depots, station-houses, warehouses, freight-houses, car and engine-houses, machine shops, docks, and all other structures, buildings and fixtures whatsoever, together with all equipment and rolling stock, locomotives, cars of every description, machinery, tools, implements and materials of the said the Chicago & Atlantic Railway Company at any time owned or acquired for constructing, maintaining, operating, replacing, improving or repairing the said railroad and its appurtenances, or any part thereof, or in or for the business of said railroad, and all the real estate of the said railway company, wherever the same may be situate, at any time held or acquired, for the purposes aforesaid. wherever the same may be situate, at any time held or acquired, for the purposes aforesaid.

And also, all the right of the said the Chicago & Atlantic Railway Company to use the railroad of the Chicago & Western Indiana Railroad Company from a point at or near Hammond, in the State of Indiana, to and into the city of Chicago, in the State of Illinois, and the terminal facilities in Chicago, and all other rights, privileges and property secured to the said Chicago & Atlantic Railway Company in and by agreements, leases and contracts made between the said Chicago & Western Indiana Railroad Company and the said the Chicago & Atlantic Railway Company of date November 1, 1880, November 1, 1882, March 31, 1883, and any agreements supplemental or relating thereto of any date whatsoever, and any and all shares of the capital stock of the Chicago & Western Indiana Railroad Company or of the Belt Railway Company of Chicago, or rights therein or thereto, whether legal or equitable, of the said Chicago & Atlantic Railway Company, and any and all other agreements, contracts, rights, privileges or interests, whether legal or equitable, of said Chicago & Atlantic Railway Company.

whether legal or equitable, of said Chicago & Atlantic Railway Company.

Also, all the rights, franchises, privileges, immunities and easements; and all leases, leasehofts, rights of use of other railways, and all estates, real, personal or mixed, at any time held or acquired by the said the Chicago & Atlantic Railway Company; and all rents, issues, profits, income and proceeds of said railroad, or arising from any of the aforesaid property, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining thereto; and all the reversions, remainders, choses in action, estate, right title, interest, property, possession, claim and demand whatsoever, as well at law as in equity, of the said the Chicago & Atlantic Railway Company, in and to the aforesaid property and premises, or any part thereof, and all rights powers, privileges, franchises, at any time held or acquired by the said railway company, connected with or relating to the said railroad, or the uses or purposes thereof, or to the construction, maintenance, use or enjoyment of the same, and all corporate franchises of the said company of every nature, including the franchise to be a corporation.

corporation.

Said sale shall be without prejudice to the rights and claim of the United States Rolling-stock Company, the Farmers' Loan & Trust Company, as assignee in trust, or of any party beneficially interested in an agreement in the nature of an equipment lease entered into between the said United States Rolling. stock Company and the Chicago & Atlantic Railway Company, of date April 11, 1883, and assigned to the said Farmers' Loan & Trust Company on said last-named date, for the security of certain car-trust bonds. TERMS OF SALE—Said property will be sold for cash as an entirety, and without appraisement or the right of redemption. Before making a bid for said property each bidder will be required to deposit with the undersigned, as a pledge that the bidder will make good his bid in case of its acceptance, the sum of One Hundred Thousand Dollars in money, or first mortgage bonds of the said Chicago & Atlantic Railway Company, of June 13, 1881, to the amount of Two Hundred Thousand Dollars, exclusive of interest. The deposit so received from any unsuccessful the scale is adopted all the employing firms will be asked to conform to it. The union will go into the National Association of Tinners.

St. The deposit so received from any unsuccessful bidder shall be returned to him when the property shall be struck down, and the deposit so received from the successful bidder shall be applied upon account of the purchase price. Such further portions of said purchase price. Such further portions count of the purchase price. Such further portions of said purchase price shall be paid in cash, as the Court may from time to time direct; and the Court reserves the right to recell said premises and property upon failure of the purchaser or purchasers thereof, or their successors or assigns, to comply, within twenty days, with any order of the Court in that regard. The balance of the purchase price may be paid either in cash, or in bonds, or over-due coupons, secured by said first mortgage of said Chicago & Atlantic Bailway Company, of June 13, 1881, or by the second mortgage of said company, of Beptember 15, 1883, each such bond and coupon being received for such sums as the holder thereof would be entitled to receive under the distribution ordered, and according to the priority adjudged in the said decree of said Court, dated January 29, A. D., 1889.

Master Commissioner, U. S. C. C., Dist. Ind.
Turner, McClure & Rolston, Sols, for Complainant.

ADVERTISED LETTERS.

DVERTISED LETTERS-The following is A the list of letters remaining unclaimed in the Indianapolis Postoffice on Saturday, May 10, 1890. Please call for "Advertised Letters," and give the date of this list. Ladies' List.

A—Andres, Miss Mary. B—Bunn, Mrs. Milbry; Barrett, Mrs. Mattle; Bell

C-Carfield, Mrs. Lidia; Courtney, Miss Tebith.
D-Dewees, Mrs. Gertie; Deyer, Mrs. J. A. (2);
Daney, Miss Mary.
F-Frank, Miss Nins.
G-Galanza, Miss Gipsy; Good, Miss Daisy.
H-Hotchkiss, Ida M.; Hall, Mrs. T. J.; Houghs,
Kate; Heckrom, Miss Adde; Hayes, Mrs. Lena; Hall,
Miss Fdna K-Kirmin, Eliza; Kindrix, Miss Mary; Kiser, Miss

Mrs. Laclede, Mrs. Sadie; Larson, Mrs. M.; Lewis, Mrs. Lizzie; Long, Miss Laura.

M.—Miner, Miss Bessie.

R.—Rice, Mrs. Ella; Randall, Mrs. Rosa R.
S.—Spencer, Miss Sarah J.; Shaffer, Melissa; Schmidt, Miss Anna. T—Thomas, Mrs. Alma; Tilby, Mrs. Susan.
W—Wilson, Miss Grace; Waten, Mrs. H. L.;
Wallace, Miss Ella (2.)
Y—Yount, Mrs. Joam.

Gentlemen's List. B-Boker. Mr.; Burkhart, Jacob; Burdette, Otis; Brock, Louis; Bridge, G. O.; Bridge, F. W.; Ball, Harry; Batley, S. S. C-Currans, Frank; Clark, O. L.; Clyde, R. A.; Can-field, Henry; Clay, Steven; Crain, Robert; Cummins, Rev. A. J. D-Ditts, Harry E.; Doran, E. H.; Dennis, Jas. M. Deutsch, Sam (2); Doran, Peter; Dwyer, Wm. M. Day Chas. O. F.-Fellkamp, Jno.; Fehr, Wm. C.; Fleming, T. D. Frame, Jno. C. G-Gillman, Carl; Goater, Willis; Glen, Samuel. H-Hausen, Wm. and Lewis; Henderson, J. H.; Ienderson, Harry; Hollister, B. F.; Hardin, Jas. T. -Jennings, J. F. K-Kayle, Jos.; Kalensher, R.; Klinkenspor, Al.

I.—Litton, Henry. M.—Miller, Jas.; Miller, W. A.; Mendenhall, Rev Mc—McKay, Wm.; McVay, D. S. O—Oehler, Fred; O'Brien, P. W. P-Parry, Jas.

R-Rogers, Geo.; Ruffin, C. R.; Russell, F. B.; Robbins, Wm; Roberts, Jas. A.
S-Smith, W. W.; Schmidt, Chas. E.; Semones, Millard; Smithson, Mr.; Spencer, J. A.; Staker, J. C.; Stacey, Guy.

T-Thompson, R. S.; Thurdum, C. B.

V-Vosburg, M.

W-Wilson, Elmer G.; Wheeling, Henry; Wright,

Jacob; Walch, Bert; Wilkins, E. Ward; Wilson, J.

Package. H-Harbison, Mrs. Jo. WM. WALLACE, P. M.

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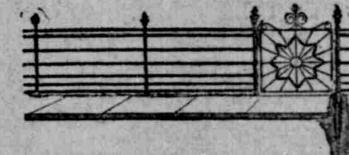
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